

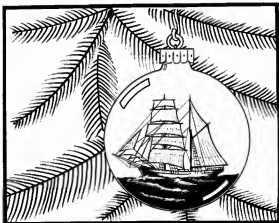
1990



NO-4

VOL-8

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**



The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DECALS and PATCHES for the Ships-in-Bottles Association of America are available from **JIM DAVISON**, 1924 WICKHAM AVENUE, ROYAL OAK, MICH. 48073 U.S.A. Please send Check or money order, payable to **JAMES H. DAVISON**. The 4" embroidered patches are \$3.00 each. The 3" decals with easy peel backing are \$1.25 each or 2 for \$2.00. JIM also has a 3" metal badge with our emblem for \$4.00 Each.

The Bottle Shipwright

Volume 8, Number 4.

Association Officers.

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FRANK SKURKA,----Vice President.
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RAY HANDWERKER,--Editor.
SAIL NOHROFF,----Back Issues.

Regular Features.

ALL HANDS,-----Frank Skurka.
LET GEORGE HELP YOU DO IT,---George Pinter.

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...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!

Once again, that time of the year is coming, when the Holiday Season is foremost in our minds. And as it approaches we express our desires for "peace on earth". This year those desires are stronger than ever in the face of the situation in the middle east. Perhaps some of our members have been or are being touched by the situation in the gulf. So I send all of our members, our new members, and our old members who have rejoined, my personal Season's Greetings with a fervent "let there be PEACE ON EARTH"

THAT IS ALL !

HIT THE BOTTLE

ON THE COVER-George Pinter's response to my request for a Holiday cover. Thanks George.

MATERIAL FOR THE EDITOR SHOULD BE SENT TO: Ray Handwerker, 5075 Freepoint Drive, Springhill FL. 34606 U.S.A.

BACK COVER . Cartoon by George Pinter.

FROM THE EDITOR

Ray Handwerker

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5075 fremont drive
springhill, fl. 34606



First let me wish all of you a happy Holiday Season. May everything on your list to "Santa", be under the tree. May you also have a Healthy, Happy, and Prosperous 1991. And let me add my voice to Jack's wish for "Peace on Earth"

To all of you who contributed to the Bottle Shipwright during my first year as editor. Thank You. And keep it coming.

A special thanks to Don Hubbard, Jack Hinkley, Frank Skurka, and Saul Sobroff (who more than once saved my bacon) your help made it easier.

And to George Pinter, who's art work, articles, and help (Without which I would have floundered many times) Made this Journal just a little more special. A very special thanks.

And last but by no means least, Jeff Phillips the Editor of Model Ship Builder for his unsolicited and timely advice. Thank you for caring.

To all of you who re-up-ed, welcome back aboard.

Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS

Robert Brown, - P.O.Box 424, Belmont. N.H. 03220
Robert L. Boggs Jr, -2213 Oakview Dr. New Bern. N.C. 28560
James (lee) Syer, - P.O.Box 811, Tualatin. Or. 97062
Roy Davis, - P.O.Box 1773, Orleans. Wa. 02653
Percy W. Donley, - 2976 S.W. Mariposa Circle. Palm City. Fl. 34990
Emile W. Gaumont, - 1251 W. Boxelder Circle. Chandler. Az. 85224
Elliott C. Gallano, - P.O.Box 292273, Davis. Fl. 33329
Rudy D. Genter, - RR 4 Box 748 Leavenworth. Ka. 66048
Donald P. Himmethal, - 150 Highview Dr. Rt. 3 Appleton. Wi. 54915
Jack S. Hopkins, - 9815 Standing Wood Ct. Charlotte. N.C. 26227
Tom Howard, - 1550 Homestead Ave. Walnut Creek. Ca. 94598
Walter C. Jacobs, - 12224 16th Ave. So. Seattle. Wa. 98168
Jim Jenkins, - 4851 Derwick Way, Anderson. In. 46012
David Lanco, - 1017 Brookholflow, Deer park. Tx. 77536
Scott J. Loughrin, - RR2 Line 1, Niagara on the lake, Ontario. Canada L8S 1J0
John L. Playford, - 9 Venture Pl. Macquarie Hills, Newcastle, N.S.W. Australia 2265
Orin Secoy, - 161 Hooper Rd. Athens. Oh. 45701
Gusnie C. Timo, - 2003 W. 6th St. Duluth. Mn. 55606-1225

ADDRESS CHANGES

Henry Bxter, - Box 552, Lale, Hawaii. 96762
William Lucas, - Southridge Park Dr. St. Louis. Mo. 63129
Burton D. Reckles, - 34 Ambleside Crescent. Sugar Land. Tx. 77479-2507

AND in case you didn't notice. **NOTICE ! Notice ! NOTICE !**
Don Hubbard has a new Box number and zip code. They are P.O. Box 180550 and zip code 92178.

Mail just came in with two more new members.
Brien E. Fellstead, - 2660 Hawthorne St. Sacramento. Ca. 95615.
Angelos L. Georgiades, - 22 Prince Charles St. Nicosia 164. Cyprus.

WELCOME ABOARD.

WATER FOR SHIPS IN BOTTLES
by David Denny.

In a recent issue of THE BOTTLE SHIPWRIGHT (No. 2 Vol. 8) Don Fearson wrote an excellent article on "Water for Ships in Bottles". I have never tried Don's method or materials but from reading the article, they seem to be a bit complicated for novicen ship bottlers and somewhat expensive.

As a professional caracologist (ship bottler) who builds about 150 models per year, cost and time are important to me. So I would like to share with you my method of making water for ships in bottles that is quick and inexpensive, plus easy to use. I prefer using PLAST-I-CLAY brand of modelling clay which is non-toxic, non-hardening, comes in several colors including blue, green, grey and brown , costs \$2.00 per pound and was designed for childrens use. Made by American Art Clay Co. Inc. of Indianapolis, Indiana. (AMACO) PERMA-PLAST is another brand name for the same material. I use 750ml. bottles and 1 lb. will provide seas for about 20 bottles. The clay has a small oil content and smears are easily cleaned with a dry cotton cloth. It adheres in bulk excellently to glass and wood, and molds very easily. I put my " water " into the bottle before inserting my ship so that there is no worry about sloping epoxy on a finished model. I do not use mounting bases or glue to hold my model in place since the adhesion of the clay is sufficient. I merely press the finished model into the clay before erecting the masts and the clay holds it in place. The model is not permanently fixed in place and can be pulled out of the clay with effort. Working with a stiff model that requires a lot of pull on the forestays to erect the masts, I sometime have to use a hook tool to hold the model in place while the masts are erected. But under normal circumstances the clay holds quite well. Since I sell my ships at arts and crafts shows, I travel extensively with them. I pack my bottles into liquor boxes in the back of my van. I have never had to repair a model because the clay has let loose. Some of my models have traveled many thousands of miles in the back of that old van. I have even dropped some of the models and the clay has never broken loose. White caps are easily added with acrylic artist colors straight from the tube.

Other surface features can easily be added using acrylic paints that come in a wide variety of colors. The "wet look" can be added by using acrylic gloss medium, FLOQUIL crystal cote, or with clear shellac or lacquer. The acrylic's usually dry in about half an hour for a light coat. I usually make up several bottles at a time and let them air dry on the shelf until ready for use.

PLAST-I-CLAY can be found in hobby shops, arts and crafts supply stores and in toy stores. While the clay may not produce a museum quality sea, I am sure the novice and experienced builder will find that it makes quite a realistic sea and its ease of use and small expense are favorable qualities.

Upgrading The Dremel Table Saw

Part II

by Francis J. Shurba

In the last issue, we discussed retrofitting the Dremel table saw with the "Acromizer" bit sold by Magnuson Products of 4625 Falkirk Way, Oxnard, California 93035. The parts upgrading included a vernier saw fence, spindle brace and parts, blank blade plate and jewelers saw blade. There are other ways to go especially with respect to blades.

The Magnuson Products Co. also supplies:

- A 2 3/4" O.D., 1/2" bore, .043 thick; 70 teeth; hollow ground (no set) blade for \$11.50.
- The above blade and a blank blade plate for \$16.50.
- Two blank blade plates for \$9.50.

The major drawback to the stock Dremel saw is the width of the blade plate slot and the blades. The blade plate cannot easily and accurately be made with the tools used by the average modeller. It's best to go with the Magnuson blade plates which are reasonably priced. As for the Magnuson blades, there are other options and this is the central theme of the article.

Machine shops use blades called "slitting" blades and "slotting" blades which are employed to "slot" or "slot" metals. Slitting blades make long narrow cuts and slice thin sections; slotting blades cut mortises and make slots, like the winding slots in electric motor armatures and commutators. The Magnuson blade is really too small since its outside diameter (O.D.) is only 2 3/4".

The J & L Industrial Supply Company, is a supply house specializing in all types of metal working tools and equipment. They have a wide variety of slitting and slotting saws. Since the Dremel saw has a 1/8" arbor and a 4" diameter, only this type of jewelers high speed slotting saw blade will be considered. Thicknesses vary from .016 to .064 with the number of teeth ranging from 210 through 310. The blades I purchased, with prices are as follows:

<u>Thickness</u>	<u>No. of Teeth</u>	<u>Current Price</u>
.016 ($\frac{1}{64}$)	310	\$ 10.29
.032 ($\frac{1}{32}$)	220	7.67
.045 ($\frac{3}{64}$)	220	8.82
.064 ($\frac{1}{16}$)	220	9.83

With this variety, all types of cuts can be made and because these are hollow ground high speed steel blades, the accuracy and smoothness of cut is superior to standard blades. These blades are favored by serious modelers (who scratch build everything) to make comings, deck furniture, hatch covers, rail caps, gratings and such. With various blade thicknesses it's possible to work to any scale. The

thickness increments [in thousandths] for this blade type are: 16, 18, 20, 25, 25, 28, 32, 35, 40, 45, 51, 57, 64. This company has its main office in Hartford, Connecticut, at 6 Thompson Road, East Windsor, Ct. 06034, [1-800-456-8640]. Branch offices are listed below:

- Charlotte - 9319 Forsyth Park Drive, N.C. 28217
- Chicago - 2700 South Busse Road, Mt. Prospect, Il. 60056
- Detroit - 19339 Glenmont, Mi. 48240

In the next issue, accessories, jigs, fences, mitergauge and other useful devices will be discussed. Stay tuned. ♣

Deutsche
Hobbschiffer
Eiche



GERMAN SWISSOTOLARS STILO

In summer 1988 Swissotol from East- and Westgermany met in Wermesunde (GDR) and founded our association.

In this days our group has 120 members and it's still growing.

Our magazine "HOBBSCHIFFER-EICHE" comes out quarterly (March, June, September and December).

The price is DM 30,- for all, European and overseas members !

When you are interested to become member of us, write to

the following address:

HOBBSCHIFFER-EICHE

Majdan der DBE

Gertard G. Herling

Theodor-Braun-Str. 7a

D 9400 Isenack 1

And now ... I'm looking forward of your answer !!!

Gertard G. Herling

FROM HOLLAND WITH LOVE !

the Hague, Netherlands.

Dear brethren of the SIB sect,....

Strolling along the stands on the flea market my eye was caught by a ship in a bottle. The glass on the inside of the bottle was dirty and oily and it seemed to me that a whole regiment of flies had used the old battered bark as a training-ship for their escapades.

I asked the saleswoman in the stand what the price of the SIB was. She looked at me twice (I was wearing my oldest clothes) and she said ten guilders.

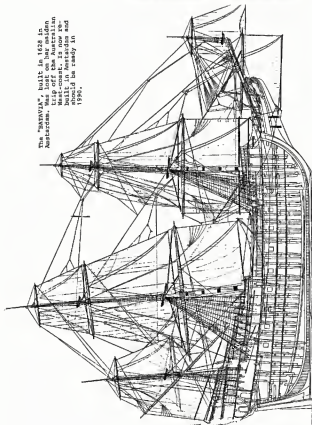
I turned around and pretended to go away. It is too much, I give you five guilders. She shrugged her shoulders and said okay. I must have been her first customer since she spit

on the five-guilders coin, that I gave her. (Old custom!). At home I managed to clean the inside quite reasonable. The old bark was in good condition after I had made some minor repairs. I presume that the SIB was made around 1900 as far as I can tell from the bottle. The next morning I went to the sea-shore (5 minutes walk from my home) and started looking for a nice piece of wreckage to be used as a display-stand. I found a nice piece of wood, which I have not finished yet. The bark-ship is called "ANNA" and as far as I can see, it has been made by somebody with a good knowledge of sailing ships. The masts are not hinged at the foot, but they rest in a small square notch in the deck. This is the third time that I could lay my hands on an old SIB, so my advice is: KEEP LOOKING!

Bob de Jongste.



The "SATAVIA", built in 1628 in Amsterdam. Was lost on her maiden trip off the Australian West-coast. Is now re-built in Amsterdam and should be ready in 1996.



HOLLAND

MASSACRE ON BEACON ISLAND

Many Dutch ships visited Australia before Captain Cook's time, but some went ashore unwillingly, wrecked on the reefs off the rocky west coast.

The roll-call of wrecks began with the most spectacular of them all - the Batavia on June 4, 1629.

Driven aground on the Houtman's Abrolhos reefs, they crunched ashore "with a violent and horrible shock", their commander François Pelsaert recorded in his log.

But a more violent and horrible shock was yet to come, for a mutiny and massacre took place among the crew when Pelsaert and a small band set sail in a pinnace to find help in Java. They returned in the vessel *Sardam* to the tiny island where they had left the crew, to find the company halved by the killings. The island is now known as Beacon Island and a early print depicts the mutiny (below).



For the building of the replica of the Batavia, an extensive study was made of the early 17th century shipbuilding. Then the keel was laid down on October 4, 1985 in Lelystad. (a new city in the old reclaimed Zuiderzee.)

The building time was estimated at 4,5 years.

When the ship has been put into service, it will visit Australia and Indonesia and probably also the U.S. and Canada.

For more information you can write to:

Stichting Batavia,
P.O.Box 119,
8200 AC LELYSTAD,
Netherlands.

I wish you much success when building the Batavia in a bottle.

Bob de Jongste.



LET GEORGE *help you* DO IT

For assistance--- Write to:
G.Vinter 199 Elm St. Halifax, Ma. 02338.

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In the last issue we discussed SIB kits, and I listed the kits and some sources which I had been able to track down. I received a couple of letters from that column.

One letter was from Bob De Jongste in the Netherlands. SIB kits are scarce in Europe, the only two he knows of are sold by a Dutch company, Authentic Shipmodels of Amsterdam. The kits available are PHANTOM--\$25., PRINCESS ROYAL--\$30. (These prices are approximate).

Bob purchased and built the Princess Royal. The kit consists of a simple hull, with printed paper sides to glue on. Sails are paper, and a bottle and stand are included.

Bob told me it was rather difficult to construct, this from a man with many years experience building ships in bottles. This makes me wonder how much trouble a beginner might have?

A photocopy of the plans he sent were in English and Dutch. Looking at the plans, it does not appear to be an easy model to construct. The degree of difficulty coupled with the cost seems to make it less than ideal for a beginner. (read between the lines)

As I mentioned in an earlier column, I have little experience with SIB kits, limited thus far to reading ads and articles written by builders of kits.

Having said this, I want to tell you of a kit I have before me. Since this is my first kit, and I am so impressed at what I see, it shall become the standard by which I will judge any kit in the future.

If you have ever purchased (or looked at) a large scale ship model kit, then you will know why I thought I was doing just that when I opened this kit. Only, this kit is for a miniature ship.

This kit comes with a pre-carved hull, plus one wood blank for a second hull. (The blank has the deck routed and lines laid out to simplify carving of the hull chaps.) Just about everything is included in the kit, except glue, paint, putty and bottle. The choice of bottle is left up to the builder, with some ideas on selecting an appropriate container. A razor knife, pin vice, drill bits, manipulating tool and some colorizer for the putty sea come in the kit.

The instructions are a well written, easy to understand 8"x10" thirty page booklet, amply illustrated with photos, drawings, and hull templates. Two different ships can be built from this kit; a Barkentine and a Three-masted Bark.

While this kit is intended as a companion piece to Leon Labistour's recently published book on bottles ships, the kit is complete in itself. Cost of the kit \$45, including postage. Not unreasonable considering the quality. The kit can be obtained by writing to: MARINE ARTS PUBLICATIONS "SEASCAPE" HOBINS HOOD'S BAY. WHITBY NORTH YORKSHIRE. ENGLAND YO22 4 SW.

In closing, I wish you all the best for the coming year.

Rappy Bottling !!



BILL WESTERVELT, of Hampstead, Maryland and HAROLD WHITING, of Plainfield, New Jersey will be part of a series of artist's demonstrations in conjunction with the exhibition, "Made with Passion" at The Hemphill Folk Art Collection in the National Museum of American Art. This will be an informal presentation that will allow members of the audience to examine their craftsmanship and ask questions while they work. The dates are **JANUARY 18 and 19, 1991**. The times will be from 11:00 AM. until 3:00 PM. The place is The National Museum of American Art, Smithsonian Institution, Gallery Place, Eighth and G Streets, N.W. Washington, D.C.

January 18 and 19

Models in Bottles

William Westervelt, Hampstead, Maryland
Harold Whiting, Plainfield, New Jersey

A tradition need not be defined by historical precedent, it can evolve through adaptation to technological change. Westervelt continues in the tradition of makers of ships in bottles, and Whiting builds trucks and automobiles in bottles.



Truck in a water bottle by Harold Whiting

BILL also wrote to say that he is keeping busy working on a four hull display on the progressive steps for building two masted schooners in a bottle for the above presentation in January. He has also almost finished the hull for BB-61 (USS IOWA) a ship that he spent three glorious, fun filled, happy years on as a crew member. And yes Bill, that is cheating. (I wish I had a glass blower down here.). And I know that the Mariner's Museum in Newport News will not have a separate category, for ships in bottles, in there upcoming competition. If they have any SIB'S entered, they will judge them the same as a large scale model. Having written to the Curator, as did Frank Skurka, and the replies we received basically, (if you read between the lines) stated that sure we could sent up our cute little novelties, but don't expect to get anything other than short shrift for them. The reason I say this is that I offered a copy of the Judging standards for SIB's and was ignored. Because they don't have a proliferation of awards. Jack Hinkley said it best " so much for the Mariner's Museum for nov." or possibly they can't handle real competition.

Like your Chapter Logo.
And glad your membership is up. Keep up the good work.
Yes- Jack is proud.





DR. KEVIN SEEFERT of Virginia Beach, Virginia, wrote with a request that maybe one of you could help with. He is a Doctor in the U.S. Navy, and is responsible for a Squadron of Submarines.

He would like to put a Submarine in a bottle, and has been looking for a reference article with no success. If any of you know where he can find: "The trick of putting a submarine in a bottle" by Bill North, that was published in Popular Mechanics January 1967 issue 154-62. He would greatly appreciate it. You can send him a copy at 4173 O'Hare Dr. Virginia Beach Va. 23456.

Doc, I love your letter head. And please do send me some photo's of the completed work. I'll be happy to include them in an issue.

DAVID DENNY of Glenolden, Pennsylvania, our resident care-fologist (Dave, my typewriter beep's every time I type that word. I guess the 50,000 word dictionary doesn't include care-fologist) wrote to clear up the question from Jon Paul Root, about what kind of bottle is on page #23 Vol.6 # 2. It is an old Seagrave's bottle he picked up in a flea market. Dave will also be teaching a couple of ship bottling courses this year and next. One in the evenings at a local high school. And one at the Delaware County Community College for the winter semester. Good luck Dave-! He has asked me to ask JUAN RODRIGUEZ DEL BARRIO, How the Hell do you do all that rigging .???? O.K. Dave ?? Oh! Congratulations on your first place blue ribbon from the Atlantic City Art Show. And don't worry about telling your Mom that you are an artist. She will probably still think you are just crazy. (she does).

BILL JOHNSTON of Langhorne, Pennsylvania, wrote, and in his words: " While attending my old WW II ship reunion in Charleston S.C. I learned of this maritime museum , and drove 125 miles South to Savannah Ga. to take it in. I found it Fabulous. About 100 SHIP'S with 83 built by Peter Barlow of England, (who died recently). All his ships were in identical Haig & Haig pinch bottles. If any of our members are in the Savannah Area, it would be well worth the trip to the SHIPS OF THE SEA MUSEUM at 503 East River Street and 504 Beut Bay Street, Savannah, Ga. You can phone ahead for directions at 912-232-1511.

LEON LABISTOR of Robin Hood's Bay Whitby, North Yorkshire, England sent in an extract from his new book. It is his method of making the "Turks Head Knot" and it will appear in the next issue of The Bottle Shipwright. If any of you have not ordered a copy , I can only say "what are you waiting for???" It is a great addition to any SIB library. I agree Leon, Gerhard took a cheap shot.

TOM MATTHEWIS of Clearwater, Florida, sent in some additional sources for bottles. The super market's. He suggests looking out for the following: Vinegar, Olive Oil, Ketchup, Barbecue sauce, Corn Oil Bloody Mary Mix, Fruit Juice and Cider Bottles. Tom how did you know that I do the food shopping around here.?????



HOWELL THOMAS of Alhambra, California, sent in an article he wrote on putting a Stern Wheeler in a 1.0 NG neck bottle, which will also appear in Vol. 9 # 1 of 1991. Sorry Howell the neck was just too long for this issue. I haven't heard from Don yet on the Newport Harbor Nautical Museum exhibit yet. But I am glad you had a fun demo. The booklet you asst. Is it available for sale to the members ? if so How much.? Let me know and i'll include the info in the same issue.

JACK-Hai-Chu-Winkley decided to make it a real labor day this year by painting the Shipyard/Dress makers shop. Jack what did you mean " we decided"??? . That makes it sound like you had a choice. Anyhow, Jack had received a letter from the late Harold Gile's widow requesting him to restore a 5 masted schooner in a bottle. Nicely done Jack!.



The finished restoration.

DON HUBBARD sent me a list of the ships in the persian gulf, that I had requested. Seems that one night while watching the 6 o'clock news, I had this brilliant idea about helping to ease the boredom for some of our service men stationed there. Don agreed and we are now sending copies of The Bottle Shipwright to all of the U.S.Navy ships now on duty there. Don decided to go one better and send copies of his book to the ships library on all 34 ships. He is picking up the cost of the books, and I am picking up the cost of the Bottle Shipwright. And if any of you would like to send a copy of his book to other ships stationed there you can do so by sending Don \$ 4.00 to cover the cost. And any donations to help defray the cost of the Bottle Shipwright will be appreciated also. Remember, these are our guys, so lets not forget them.



DON HERRARD has also sent in some bits and pieces that may be of interest. He finally finished a model of the Hawaiian Voyaging Canoe (page 92 in his book) and sent it off to Juno Okada for the museum in Osaka, Japan. And it seems that GIL CHARBONNEAU is as busy as ever, so keep your eyes peeled for an article in Colonial Homes Magazine, another in National Geographic World Magazine (Jan. 1991) and a spot which was supposed to have been filmed in October for The Discovery Channel. Don sent me a copy of the September 9, 1990 article (Sunday) from the New York Times. Would love to use some of the pictures, but I think we would be running into copyright problems. At any rate, Well done Gil.

Don also sent the following photos from ATILVO CAPITANI of Brooklyn N.Y. who hopes they will give some of you some ideas for future projects.



Above: "Stella Maris"
Below: "Seecroft"



Above: "Deadens"

Visit to Osaka SIB Mini Museum
Dick Partos

Last month we decided to extend our visit to San Diego to attend my son's wedding with a little side-trip to Japan. (We had enough frequent flyer mileage for one ticket). Naturally, we had to visit the new SIB museum in Osaka. Just before we left California I called Don Hubbard to find out if the museum had opened yet; he assured me it had just opened in July. So off we went.

After about a week of vigorous sightseeing of this beautiful country, we found ourselves in Kyoto, our last stop. At the Kyoto travel information center I asked about the new museum and was told they knew nothing about it. In desperation I asked them to look up Juzo Okada in the Osaka telephone book; the number I was given did indeed belong to the president of the Japanese SIB Association, who gave the information people directions to the museum and graciously agreed to meet us there Saturday morning.

Saturday we rose bright and early, took the train to Osaka, and the subway out to the new Osaka Aquarium at Temposan Harbor Park. The SIB "mini museum" is located in a separate room within the aquarium gift shop. This was fortunate, as we were able to bypass the long lines of hundreds of people already waiting to get into the newly-opened aquarium proper.

Outside the museum are displays of SIB's for sale, at prices ranging from about \$4.00 to \$500.00. Also for sale are books, videos, kite, and tools. Within the museum are about 140 most beautiful SIB's. Most of the models are Japanese style (bow facing the bottom of the bottle), but there were many Western models also. Mr. Okada spent about 1-2 hours with us, describing most of the models in great detail. Many had electrically operated lights, peddles, etc. or trick stoppers with internal pegs or Turk's heads. One model had the sea and hull planking made of noodles (!!) and another very tiny one had the hull made from a single grain of rice.

Mr. Okada was kind enough to give us photos of a number of models in the museum, and topped off our visit by presenting me with a copy of his new book, describing the Japanese method of building SIB's. The visit was truly the high point of our trip to Japan.

Anyone interested in more information please feel free to contact me at (804)423-3268, 1431 Cedar Lane, Norfolk, VA 23506.

GEORGE UNDER GLASS

by George Fister

This is the fourth article in a series on glass bottles by the author

****WARNING****

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In the last issue, we discussed some rather drastic methods of cleaning glass with acids and alkali solutions. Inadvertently I omitted two common, mild acids that can often be used with good results.

Vinegar (acetic acid) and Lemon juice (citric acid) are cheap, easily obtained, safe to use and dispose of, and may bring about the desired results. I recommend you try these for bottle cleaning before resorting to stronger chemicals.

Recent correspondence with member Finley Taylor of Brooklyn N.Y. has led to some interesting revelations. (When I began this series, I had hoped that someone would "come out of the woodwork" to help guide me on working with these chemicals. Shipmate Taylor has done just that. Thanks Teddy !!!)

Finley (teddy) worked about 28 years in Chemical and Metallographic Analysis, so I accept that he knows what he is talking about and I will pass this information on to you. With his permission, I will quote from his correspondence:

* First let's set a few ground rules. When dealing with hazardous materials such as acids, we must be careful how we handle, and dispose of them. Anyone living over a water table can very easily contaminate his/her drinking water. Or an apartment dweller cause corrosion to his/her drain pipes. Therefore, I suggest the following precautions:

1. Acquire several empty plastic and/or glass gallon bottles.
2. Purchase 5 to 10 pounds of lime- at any hardware store.
3. Mix the lime with a little water in these bottles. This is your acid neutralization solution. After you've poured your acid rinses into these bottles, you can always add more lime to neutralize the solution.
4. Purchase some pH paper in the neutral range of 4.0 to 10.0. When the acids poured into the LIME WATER Mixture reads 7.0, the mixture is safe to throw away.

You've done a good job of warning about the use of hazardous materials in your article. In making my suggested solutions, I have only one comment, particularly in the handling of Sulfuric Acid.

"YOU RESPECT IT - AND IT WILL RESPECT YOU".

"NEVER EVER HANDLE WITH WET OR DAMP HANDS - ALWAYS WEAR GLOVES"

If you are fortunate enough to procure C.P. (Chemically Pure) Sulfuric Acid, and unfortunate enough to spill some on your hands,

DO NOT RINSE YOUR HAND/S IN RUNNING WATER-this will cause a very severe burn. **Keep your cool**, just wipe it off with a dry rag or paper towel-then rinse your hands (the voice of experience). Also wear a rubber apron, because even dilute sulfuric acid will disintegrate your cloths when it has dried. Now that we've cleared that up, let us proceed.

GROUND UNDER GLASS

(continued from page 15)

First I'll list the equipment and chemicals needed, then the cleaning procedure, step-by-step. Most materials can be purchased at hardware stores, the household department in a super market, or even the local 5 & 10 or surplus store.

Sometime ago, I wrote a bottle cleaning procedure that was published in "Comments and Controversy" in MODEL SHIP BUILDER. The solution suggested in this procedure was as follows:

1. Bottle Cleaner: Baking Soda - 2 to 4 heaping tablespoons.
Clorox Bleach - 1 Quart.
Hot Water - 1 Quart.

Dissolve the Baking Soda in the Hot Water, then add the Bleach. Fill the bottle and let it stand for 15 to 30 minutes. Most Cruds is removed. Pour back into your solution bottle.

* Sometimes, it is advantageous to repeatedly fill the bottle with hot water, before pouring in the cleaner, this will make the glass hot, thus speeding up the reaction. This you will learn with experience.

2. Isopropyl Alcohol - Used as a final rinse to absorb the water droplets in the bottle. Pour out into its bottle. Stand your bottle neck down over a paper towel, in the sun to dry.

NOTE: This method will also take coffee stains out of your cup. And clean the stains in the Misses teflon can. (Teddy)

This next solution, I've used for years in my chemical lab to clean baked on cruds from beakers and erlenmeyer flasks. This one has to be **HANDLED WITH EXTREME CARE. ALL INGREDIENTS ARE HAZARDOUS AND TOXIC.**

CHROMATE GLASS CLEANING SOLUTION

Materials Required:

- | | |
|------------------------------------|----------------------------|
| * Pyrex Measuring Cups - 2 | +Chromic Acid Flakes |
| * Pyrex Mixing Bowl with spout. | +Sulfuric Acid, C.P. |
| + Glass Stirring Rods | Hydrogen Oxide (Water) |
| + Glass Funnel | Lime (Calcium Hydroxide) |
| Plastic Basin - your cooling bath. | pH papers- range 4-10. |
| Plastic Funnel | |

Dry Empty Gallon Glass Bottles - to store the Chromate solution.
Empty Plastic Bottles - for your waste disposal acid rinses.

- * I recommend the Pyrex Measuring Cup and Bowl here, because these are easily obtained by anyone. * These items can be procured from Thomas Scientific and if one wishes, they can purchase a 7-liter and 250-ml beakers in place of the Mixing Bowl and Measuring Cups from the same source.

Work in a clean uncluttered, well ventilated area, free of traffic. A few notes: Your glass rods should have round fire-polished ends, so as to, not scratch the glass bowl. Scratching causes weak spots. DO NOT-pour sulfuric acid into a plastic funnel, USE the glass funnel. The plastic funnel is used to pour the LIME into the Plastic bottles. Mix the LIME in a little water in the plastic bottles, you can form a mud, that's okay. Before throwing away this solution check the pH with the pH papers. Add more LIME, if necessary, until you get a reading of 7.0.

DO NOT USE THE MEASURING CUP YOU USED TO MEASURE THE WATER, TO POUR YOUR SULFURIC ACID-USE THE DRY ONE. **ALWAYS-POUR THE ACID INTO THE WATER, NEVER VICE VERSA.** AND POUR IT DOWN THE GLASS ROO.

GEORGE UNDER GLASS

(continued from page 16)

THIS REDUCES SPLATTER. ALWAYS ALLOW THE SOLUTION TO COOL BEFORE ADDING MORE ACID.

The Mixing Procedure:

1. Measure out 100 to 200 ml of clean water into your pyrex mixing bowl.
2. Add Chromic Acid Flakes, constantly with your glass rod until no more flakes will dissolve. This is a saturated solution.
3. Pour some Sulfuric Acid into your dry measuring cup, this will make it easier to handle.
4. Place the pyrex mixing bowl in the plastic basin. Add enough water to the basin so the bowl does not float. The basin with the water is to cool the solution while you are mixing.
5. Hold the glass rod upright in the solution. Place the measuring cup containing the acid, with its spout against the glass rod so the acid pours down the rod. Stopping occasionally to stir and allow the solution to cool down. (when you mix sulfuric acid to water an exothermic reaction occurs- it generates heat.)
6. As the temperature of the acid solution rises, pause, and add more cold water to the basin, if possible. (suggestion: When there is nothing in the pyrex mixing bowl, place it in the plastic basin. Fill the basin with water, till it is an inch or two below the rim of the bowl. Mark this level. Cut a hole in the basin just below this level. If you can attach a hose to your faucet just long enough to reach the bottom of the basin, you'll have a cooling bath, in which the water circulates around the bowl and flows out the hole.)
7. Continue adding the sulfuric acid until the rusty colored mud (precipitate) that forms, just goes back into solution. You should have a very dark brown solution.
8. Allow the solution to cool to room temperature in the bowl. when thoroughly cooled, pour into glass gallon bottle.
9. Label bottle: "GLASS BOTTLE CLEANER" - "HANDLE WITH CARE" - "DANGEROUS". KEEP UNDER LOCK AND KEY.

Now, when you get one of those bottles that won't cooperate, after several washings with detergent and hot water. Reach for your trusty bottle of Chromate Glass Cleaner and follow this procedure;

1. Rinse the bottle out with cold water.
2. Using your glass funnel, pour enough of your cleaner to fill a quarter of the bottle.
3. Cap the bottle. Swirl the bottle so the cleaner coats the entire bottle. It should look like the inside of the bottle is coated with rust.
4. Pour off excess solution, back into your storage container.
5. Fill the drained bottle with cold water. This should dissolve the coating on the inside. Pour this water into the plastic bottle containing the lime solution. If the second rinse has a brown tint, pour it also in the lime solution.
6. Proceed to rinse the bottle in cold-then hot water. Rinse several times with hot water. Then drain. The bottle should be hot.
7. Pour in some Isopropyl Alcohol, about a quarter full. Cap and shake- (you make Martini's-don't you?) to coat inside of the bottle.

GEORGE UNDER GLASS

(continued from page 17)
(procedure-Step # 7 continued)

Pour off alcohol into its container-one bottle of alcohol can last a long time, providing you thoroughly drain your last rinse.

8. Turn the rinsed bottle upside-down, support if necessary, over a paper towel in the sunshade and allow to dry.

Voila !! one spot-free, water-stain-free, sparkling clean bottle.

This may sound like a long drawn out procedure, but once you get the hang of it, you'll wash bottles in a jiffy and have sparkling crystal clear bottles. As "HUNTER" says on NBC TV, "It works for me".

I hope I haven't made this too long and included too many explanations, but I want to be sure you get the message, that care be your main concern. For the results will be well worth it.

May I point out that Marietic Acid is more dangerous than hydrochloric, being dilute it is more active. Just as C.P. Sulfuric [Dil of Vistrol] is clean and clear like Castor Oil. The commercial Sulfuric will burn you faster, BUT, like the lye you mentioned, is deliquescent, meaning it absorbs moisture very rapidly, thus causing severe burns."

REMEMBER TO DISPOSE OF USED CHEMICALS AND GLASS LEGALLY AND PROPERLY, AND SAFELY AT ALL TIMES. DON'T HARM THE ENVIRONMENT!!!.

GEORGE'S *helpful* HINT

For Dave Denny: Dave, Check out the Chromete Cleaning solution by Teddy Taylor in this installment of Glass articles. I think this is the same stuff the Lab technicians used to clean glassware, when I worked in a chemical plant. It is also the same (possibly) solution used by your (deceased) friend at the flea market, to clean bottles.

ANNUAL DUES ARE DUE

If now you did not notice, there was a call for dues in *Circle* (copyright 2, 1999) Dues are due annually in July. To maintain your membership please make our year \$15.00 check or money order to: *SIR.A.A.*, and send to:

Don Hainford, Treasurer,
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THE NEW ZEALAND "FAMOUS SHIP" STAMP SERIES

The stamps shown in this series were issued by the Government of New Zealand to salute the vessels that brought Polynesian voyagers, settlers and the other immigrants to inhabit the land. The series was released on March 7, 1990. From voyaging canoes to steamships, these craft carried the first New Zealanders to an unseen landfall across the world.

Voyaging Canoe (40 c)



Early Polynesian double hulled canoes voyaged from Hawaii to Aotearoa about 1000 years ago. As well as carrying up to 80 people, these large canoes would carry such things as provisions, plants, seed tuber, pigs, dogs and fowl. A fireplace on a bed of sand was carried for cooking during the voyage. Some canoes were three masted with sails made from plaited pandanus mats.

Endeavour, (50c)



In 1769, the Endeavour, under the command of Captain James Cook sailed into Poverty Bay for an historic landfall. The Endeavour was square rigged on all three masts and had a spanker sail. Purchased by the British Navy for Cook, Endeavour was not a fast ship, but had the advantage for such unknown voyages of being able to be careened and beached easily for repairs. Relifted after Cook's voyage, Endeavour was eventually sold by the British Navy in 1775.

Tory, (60c)



On April 5th, 1839, the Tory was commissioned to carry the advance party of English settlers to New Zealand. Thirty five passengers, including Captain Heaphy and Edward Jerningham Wakefield were among those on the 96 day voyage. Arriving in Queen Charlotte Sound on September 17th, 1839, the Tory entered Wellington harbor three days later. This three masted, square rigged barque was wrecked just two years later in the Palluwa Passage.

Crusader, (80c)



Between 1871 and 1897, Crusader made 28 return voyages between England and New Zealand. Built of iron, she once carried immigrants to our shores in a remarkable 65 days. Auckland, Wellington, Bluff and Port Chalmers were all visited by the speedy Crusader.



Edwin Fox (\$1.00)

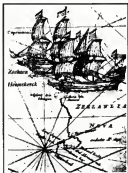
Built of solid teak, the Edwin Fox, with 140 immigrants on board, first landed at Lyttelton in 1873. A true "survivor", she sailed the world for 32 years and led an eventful life. Later, in service as a coal hulk, she sank a collier schooner, and also ran aground. Fully repaired, she served out her last working days in New Zealand coastal water. Still afloat, she is under restoration in Picton Harbor.

Arawa (\$1.50)



Launched in 1884, the Arawa was considered one of the most beautiful steamships ever built. A very fast vessel, she could average 14 knots and on her second voyage to New Zealand, she established an around the world record. She carried 95 first class passengers, 52 second class passengers, and 200 immigrants in permanent berths. There was also additional room for 470 more immigrants in a cargo 'tween deck with portable bulkheads. Originally built for the Shaw Savill Line, Arawa was torpedoed and sunk in the Mediterranean by a German submarine.

Stamps supplied by Peter Dolphin, Auckland, New Zealand. Layout by Don Hubbard.
Text by the Government of New Zealand. The "bottle" by Jack Hinkley.





Calling

ALL HANDS

by

Francis J. Skurka

JAMES (JIM) H. DAVISON

Age 70 of Royal Oak, Michigan, U.S.A. Was born in Flint, Michigan, and graduated Flint Northern High School.

He attended Michigan State University and worked as an inspector at the Buick Motor Division of General Motors. When World War II began, Jim enlisted in the U.S. Army in 1942 and served in the China-Burma-India (CBI) theater of operations as an aircraft armorer and weapons mechanic, in an ordnance company. He mustered out in December, 1945 as a Sergeant, and was awarded the Asiatic-Pacific Theater ribbon with two Battle stars.

Returning to General Motors after the war, Jim worked as a buyer in purchasing, a marketing specialist, general supervisor of product information and in 1962 after 40 years of service, retired as supervisor of service parts operations.

Married with three children. Jim likes to fish and bowl, he belongs to and is active in the Veterans of Foreign Wars, the Lions Club, The Elks Lodge, Detroit Sportsman's Congress and the Great Lakes Maritime Institute. Jim and his wife are also involved in the Elder Hostel Program and have been in programs in Vermont, Ontario, Canada, Wyoming, Georgia, Michigan and Arizona.



Prior to retirement, Jim saw a ships in bottles display at the Dossin Maritime Museum in Detroit and as a woodworker for many years, checked out ships in bottles as an interesting challenge. He was "fascinated by how the heck they got those things in there" (as we all are) and through trial and error and some basic instructions taught himself "how to do it". He's been building ever since (well over 25 models). Like many ship bottlers, Jim specializes in a specific category and in his case, the ships of the region where he lives- Great Lake Vessels. Jim does not use "magnified glass, freeze dried ships or trained termites" as a method of getting his ships in bottles. He just does it "Very Carefully". Using no special techniques, he sticks to the traditional basics: tinted blue putty sea, hinged bamboo masts, linen stationery paper for sails, nylon thread and white glue.

ALL HANDS (continued from page 2)

To obtain the proper scale for prints, the local library photocopier saves him a lot of time. "Anybody can make a ship in a bottle using a fruit jar" says Jim, adding, he prefers the three sided Haig & Haig "pinch" bottle- "it provides it's own stand". He's looking for a glass rolling pin, if he can find one cheap.

Jim is a long time member of The Ships in Bottles Association of America and the European Association of Ships in Bottles. He has handled decals and patches for The Ships in Bottles Association of America from the beginning and has done a great job.

Jim's favorite words of encouragement for ship bottlers are "Hit the Bottle"



inspired by

FRANK VAN DIJK

ASSOCIATION BADGES

Cloth patch badges in navy blue and white (shown actual size) are available direct from JOHN BURDEN, 32 ASTLEY CLOSE, FENSGY, WILTSHIRE, ENGLAND. Price £2 sterling includes postage. Please pay with a cheque drawn on a British bank and made out to John Burden, or GIRO 25 103 1602. For American members, \$4 cash.

MEMBERSHIP is granted to all persons. For further information please write to the President, to whom Membership fees should also be sent: Leon Labistoul, 'Seescape', King Street, Robin Hood's Bay, Whitby, North Yorkshire, YO22 4SH, England.

REPORT--
FROM THE JAPANESE SHIPS-IN-BOTTLES
ASSOCIATION--Juzo Okada, Editor.



We had two SIB exhibitions this summer. One was at Kobe Maritime Museum for two weeks in July. The other was at the Osaka SONY Building for a week in August. We displayed about a hundred Japanese works and four from Foreign Countries. Three four were sent by a friend in Germany. His work "The wall of Berlin" used real pieces of the Berlin wall. The second one was from Poland titled "Japanese Junk" (in fact a Chinese Junk) a masterpiece. The other two were English, and about one years old. We had two TV reporting teams, many newspaper reporters, and a great number of visitors. TOTOKI NAKAMURA who is a good friend of mine, exhibited his two masterpieces, "SHOGORO-BUNE" and "KINSHIN-SHISEN". He double painted the back scene inside the bottle with Oil paint. The bottle was on a turning stand. I put my work "An old Chinese Junk" on display. The figures on the ship were a little difficult to make, each figure having a pig tail hairstyle.

Tempozan Harbor Village, which is the biggest Oceanarium in Japan and which houses our SIB museum was opened on the 20th of July, and to our astonishment, took in one million visitors in only forty days. This despite the entrance fee of ¥ 1,950 which equals \$ 13. U.S. An additional fee of ¥ 300, \$ 2. U.S. for our museum protects it from mischievous boys and vagrants, and limits the number of visitors. Osaka waterfront developing co. sends a beautiful young hostess to the museum every day. I render service to the museum every Saturday and Sunday.

We now have on display about a hundred Japanese and twenty foreign masterpieces, in our museum. Many Japanese Ship bottlers come to study these works, as well as the visitors who come to enjoy our art. On September 1st, Dr. Richard D. Parton from your association stopped in to visit with his beautiful wife and we had a good time. He took many pictures of the displayed models. (see page 14 this issue - Ed.)



Juzo and his lovely wife Tamako.

Yours sincerely,
岡田 重三
Juzo Okada



" TWO OLD MODEL MAKERS "

by GEOFF SMITH, of YALLINGUP , WEST AUSTRALIA. OCT.1990.
I don't know, but the smaller one looks a bit younger,
wouldn't you say ???

Just kidding Geoff.

The only time, "Time files" around here is when
I am trying to get this finished, and the printer closes in 2 hours.





A scene from the late 1800's by Geoff Smith.
 * SUZANNE , ROLLO, and NEDDOR at the JARRARDALE JARRAR
 FOREST & RAILWAYS LTD. & 1 JETTY at Rockingham.W.A.



Dave Danny built this "Gunship " in a bottle
 for a local lady who gave it to her Vietnam
 Vet husband. Handcrafted from Mahogany, the
 verticle line is the sewing see. Used to
 hold the chopper up. Next time motorized
 rotor blades.Gunship ? your reaching Dave.





The oldest bottle
work in Japan.
Rt. A silk Spool.
Lt. An olden Spool.
Thought to be at
least 100 + years
old. Photo By,
Juzo Okada.



"SENGOKU-DUNE" by
Toyoki Nakamura
Inside background
painted in Oil.
1990.



"KENKINSHI-SEN" by
Toyoki Nakamura
Inside Background is
also painted in Oil
Paint. 1990

ANNOUNCING. a new book.....



**MAKING
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BEGINNERS TO ADVANCED
by
LÉON LABISTOUR**



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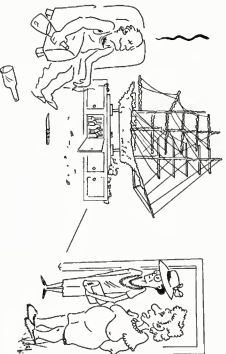
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EVERYTIME HE EMPRIES A BOTTLE, HE CARVES A NOTCH
ON THE SHIP - - - - -"